

RHODE
HISTORICAL



ISLAND
SOCIETY

COLLECTIONS

VOL. XXVI

APRIL, 1933

No. 2

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A Providence Packet Ship of 1812

By GEORGE L. MINER

The center illustration in this issue of the COLLECTIONS shows a most interesting portrait of the 169 ton ship *Rising States* of Providence in the year 1812. The drawing, dated November 9, 1812, was made by Charles Simmons, and is done on a sheet of linen rag paper with india ink of brownish-black tint. The sails, flags, water and sky are washed in with water colors. The sails are a deep tan and the water and sky a pale blue. Bright colors—red, yellow and blue—pick out the flags and the eagle on the stern. Altogether, this old ship portrait, somewhat crude in workmanship and detail, has a great deal of delicacy and charm.

This picture is owned by Mr. C. Prescott Knight of Providence, and is one of a number of family heirlooms that recently came to him from a relative who handed on the tradition that the ship picture was from a collection of articles once belonging to Moses Brown, Providence merchant.

A few interesting facts have come to light about the ship *Rising States*. She was a packet ship voyaging in 1812 between Providence and Charleston, South Carolina. First notice of her sailing appears in the *Providence Gazette* of Saturday, March 14, 1812: "Port of Providence. Entered: Ship . . . *Rising States*, Swift, from Charleston."

In the same week, on the front page of the *Rhode Island American*, appears an advertisement to the effect that the Packet Ship *Rising States*, Elisha Swift, Master, will sail March 14 for Charleston, S. C. This advertisement is reproduced on the front cover of COLLECTIONS. The Packet's return is reported in the *Gazette* of April 11, and her clearance for Charleston again is reported April 25, 1812. A little later in the year the *Gazette* reported the arrival of Ship *Rising States*, Swift, from Charleston, May 23. And in its issue of May 30, the *Gazette* reports *Rising States*, Swift, Master, cleared for Charleston.

PACKET SHIPS COMPETE

The *Rising States* had a competitor whose sailing was advertised in the *Gazette* of March 7, 1812:

"For Charleston (S. C.) the regular Packet Ship *Morning Star*, Samuel Grafton, Master, will sail on the 8th of March next, Wind and Weather permitting. For Freight or Passage, apply to Grafton and Hawkins, or the Master on board, at Moses Eddy and Brothers' Wharf."

The owners of the *Rising States* appear in a manuscript list about 1818 in the Society's archives as Humphrey & Everett. The March 1812 advertisement of the sailing was signed by Everett & Stillwell.

TWO 1812 CARGOES

Among the old shipping documents in the files of the Society, Mr. Chapin found the two manifests of the first two voyages of the *Rising States* noted in the port entries and clearances.

The first manifest is dated at Charleston, February 26, 1812. It lists 16 entries:

Thirty-five Barrells Rice	consigned to Giles Luther, Bristol.
Eighteen do.	"
Forty-five Hogs heads	Molasses "
Twelve Tierces	Cotton machinery "
Fifteen Bbls	Rice "
One barrell	bacon, two bbls Harness "
Fourteen boxes	Cotton Machinery "
Twenty-six hhds	Molasses "
Eight barrells	Rice, to George Graves, Providence.
Seven Barrells	Do. to Seth Thayer "
Five hhds & One Tierce	Cotton Seeds, to E. Swift, Providence
One bag	Coffee-One bale sheepskins, to E. Swift, Providence
Sundry pieces	Cotton Machinery, to Giles Luther, Bristol
Seven Bales	Cotton, to Giles Luther Bristol
Twenty one Barrells	Rice, to Everett & Stillwell, Providence
Ten Bales	Cotton, to Everett & Stillwell, Providence

The manifest of the voyage from Providence to Charleston lists nine items:

1. Two Hundred Bbls Menhaden Fish, shipped from Sam'l P. Allen to consignee E. Swift.
2. One hundred Bbls Bread, from Wm. Potter to E. Swift.
3. One Hundred Bbls Apples, from George Evans to E. Swift.
4. Forty Bbls Potatoes, from George Graves to E. Swift.
5. Four Boxes Cards, from Alex Jones to A. D. Meurry.
6. Seven Bbls Pork, from Everett & Stillwell, Providence, to Stillwell & Everett, Charleston.
7. Six Box's Cotton goods, ditto.
8. Four Box's Bonnets, ditto.
9. One Hundred Reams Wrapping paper, ditto.

(Cards and Bonnets are names of cotton machinery.)

What happened to Packet Ship *Rising States* has not been discovered. Indication of change of owners or master appear on the back of the portrait of the ship. There in the same handwriting that is seen on the face and which states that it was Drawed by Charles Simmons, the following inscription is written: "A Present for Thomas Jackson, Providence."

The foregoing fragmentary facts regarding a Providence ship of 1812 open up a glimpse of an interesting period in the maritime history of Narragansett Bay. What effect had the War of 1812 on the *Rising States*; what became of her and her rival, the *Morning Star*? We do know that Providence commerce went flat at the time of the war, and that it revived and flourished again in 1815, and reached its high mark in 1819.

A note on the tonnage of Rhode Island ports in 1810 is given in *Staples' Annals*: Providence, 15,864 tons; Newport, 12,517; Bristol, 777.

A Short History of Jamestown, on the Island of Conanicut, Rhode Island

By W. L. WATSON

In writing an historical sketch of Jamestown or, in fact, any of the older New England towns, it has always seemed to me that the actual history really began in the 14th and 15th centuries, in those widely separated movements which, with the great aid of the invention of printing, led up to the Reformation of the 16th century. While the Reformation was essentially a religious and moral movement, of necessity it developed in the individual the feeling of responsibility and independence of thought. The courage and determination of the Pilgrims to leave home and friends and seek a new life in an unknown country was not born over night. It was, instead, the culmination of many years of struggle, privation and persecution, but always with an ever increasing elevation of the soul, clarification of the mind and the development of conscience.

From the beginning of the Reformation, about 1515, down to 1607, when that little band at Scroby, exiled by the English government, crossed to Holland and settled

in Leyden, this idea of freedom in religious thought had spread in all the governments of the old world. But the little colony in Leyden became convinced that they could never attain their ideals amid the surroundings of Europe, and we have that epoch-making voyage of the Mayflower in 1620. The reasons for this voyage, and the strength of character it took to make it, should be the first consideration in any history of early New England.

The first voyage having been successfully made, others soon followed and by 1644, thirty-four thousand people had settled in New England. The Bay Colony, developed more along commercial lines, soon attained the greater prominence. The government was started as a democracy, the governor and his assistants being chosen by the freemen. But in 1631, it was decreed that none but members of the church could be freemen. The government thus became a pure theocracy, controlled, unfortunately, by a few narrow minded, superstitious religious bigots. Into these surroundings came Roger Williams in 1631. He was soon (1635) banished from the colony because of his religious views. Mrs. Ann Hutchinson also preached a gospel that offended the church government. She, too, was banished "out of our jurisdiction as a woman not fit for our society." Before and during the trial many of her followers and others in sympathy with her, had been warned to leave the colony or they would be summoned before the court "to answer such things as shall be objected." Realizing what the outcome would be, this band, under the leadership of Dr. John Clarke and William Coddington, chartered a sailing vessel with the intention of founding their own colony somewhere on Long Island or the shores of Delaware Bay.

While the vessel was rounding Cape Cod a few of them went overland to Providence to confer with Roger Williams. Being in full sympathy with them and desiring such people as neighbors, he suggested that they purchase the Island of Acquidneck from the Indians. (It will be

recalled that one of the many points of disagreement between Williams and the Boston authorities was his contention that the king had no right to the land in America, as it belonged to the Indians.) His suggestion met with the approval of the company and after several meetings with the Indian Chiefs Connonicus and Miantanomu, who were very friendly with Roger Williams, a compact of government was drawn up on the 7th day of the first month (March) and on the 24th day of the same month title to "the great island of Acquidneck lyinge from hence Eastward in this Bay, as also the marsh or grasse upon Quinunicut and the rest of the islands in the Bay (excepting Prudence)", passed from the Narragansett Indians to "Mr. Coddington and his friends under him." Here, I believe, we have the first mention of Conanicut in any official record.

The settlement was established at Pocasset (now Portsmouth), and in the first year it has been estimated that over one hundred families joined the new colony. Then came the division of the colony and the more substantial members, under the leadership of Dr. John Clarke and William Coddington, moved to the southern part of the island and established themselves at what is now Newport.

In the records of the first town meeting at Newport we find the following entry:

"It is agreed and ordered, that the Plantation now begun at this Southwest end of the island, shall be called Newport: and that all the landes lying Northward and Eastward from the said Towne towards Pocasset, for the space of five miles, so across from sea to sea with all ye landes Southward and Westward, bounded with the main sea, together with the small Islands and the grass of Cunnunegott, is appointed for the accommodation of ye said Towne."

Here we have the second mention of Conanicut, but this time with a special reference which has a major bearing on the history of the island.

In picturing conditions with which the settlers of practically every town in New England had to contend, it must

be remembered that all the country was a virgin forest. It was even so at Newport. But for many years the Narragansett Indians had used Conanicut for a summer camping ground and here, after first having cleared the ground, they raised their crops of corn and beans. Their method of clearing was to set fire to the forest when conditions were favorable and let it burn. As a result large areas were cleared and had grown up to "grasse." This was a most valuable crop for the settlers at Newport who, as yet had very limited pasture for their cattle. Hence the "grasse of Cunnunnegott" was especially set apart "for the accomodation of ye said Towne."

But trouble arose over this same "grasse" and in the Land Evidence Book we find the following entry dated March 10, 1656.

"For as much as it is frequently declared that of late there have been endeavors used by some who are neither inhabitants of this Island or members of this Colony, to get into their possession and power of disposal the above Island Quononaquitt. And considering how commodiously ye said Island lieth for the enlarging the acomodations of some of us, in regard to ye nearness of it to our dwellings as also considering the great straight that many of us are in, for want of commonage for cattle, Therefore and for the preventing any forreigners getting into their possession whereby inconvenience and disturbance might possibly, yea and probably arise to ye government of this Colony.

"We whose names are hereto subscribed do as above said for ourselves or heirs etc. agree as followeth: Viz.

"First, That for the procuring the aforesaid Island Quononaquitt for ye occasions aforesaid we do hereby authorize and appoint seven of our number (namely) William Coddington Esq. Benedict Arnold, Sen. William Brenton or in his absence William Baulston in his stead, also Richard Smith of Narragansett, also Capt. John Cranston, Caleb Carr and John Sanford to use the best of their endeavors to make a full and firm purchase of the aforesaid Island Quononaquitt for and to themselves & for the rest of us who are in this present writing hereafter in order mentioned and also here unto to subscribe, and to the end premised the persons aforenamed are hereby fully and absolutely impowered and authorized, to meet and agree upon any direction about getting the assurance from any Sachem and of the Indians . . . concerning said Island Quononaquitt, as also for the Island called Dutch Island to the intent Above said."

To this agreement there are 98 signatures.

Richard Smith Junr. negotiated with the Indian sachems and a price of £100, to be paid in wampum and peage, was agreed upon. The sachems, with their braves, and the purchasers assembled at the house of William Coddington in Newport where the deed was signed and witnessed, after which it was ratified by the passing of turf and twig from other sachems to Caleb Carr and Francis Brinley. Joshua Fisher made a survey and computed the area of the island, which was found to contain about 6,000 acres. It was agreed to allot 4,800 acres for division among the proprietors, 260 for a township, 20 acres of which were to be used for an Artillery Garden, a "place for buriel of ye dead," a prison house, and for a road four rods wide to run across the island, and 240 acres were reserved for a townplot to be divided in the proportion of one acre of townplot to 20 acres of farm land. The remaining land was reserved for highways and for reallotment to those whose lands proved to be undesirable.

It will thus be seen that the originators of the purchase had quite an elaborate scheme. The farm lands were to be at the north and south ends of the island, and the four rod road, which is now Narragansett Avenue, formerly Ferry Road, was to be the main road for the townplot.

It was further agreed that the land was to be divided in the same proportion as the amount subscribed, thus we read:

"William Coddington of Newport Esq., & Benedict Arnold, Senr. shall each of them pay one twentieth part of the whole charge and shall each of them receive one twentieth part of the premised purchase, and William Brenton, Merchant shall pay one fortieth part and one, one hundred and eleventh part of the whole charge and shall receive one fortieth part and one, one hundred and eleventh part of the premised purchase. And Richard Smith Senr., Capt. John Cranston, Richard Smith Junr. Robert Carr, Caleb Carr, Francis Brinley, James Barker, James Rogers, John Sailes, John Green, Valentine Whitman, and John Sanford shall each of them pay one fortieth part of the whole charge and shall receive one fortieth part of the premised purchase."

And so it goes through the whole list of 98 names until the last which reads:

"Thomas Case, Anthony Ravenscraft, Thomas Oliver, and John Fones shall each of them pay one nine hundreth part of the whole charge and shall each of them receive one nine hundredth part of the premised purchase."

A letter written by Francis Brinley, one of the purchasers, states that "John Green . . . was the first person that improved his land, and immediately sowed hay seed on his land where about he intended to build a house." A description of this house will be taken up later.

The original plan of the purchasers provided for town plots as well as farming sections. The four rod road, now Narragansett Avenue, connecting the ferries, was the old Indian trail and along this were located the town plots. The farms were at the north and south ends of the island and every 20 acres of farm land carried one acre of town plot. But those actively interested were farmers and they generally sold or traded the town plot to which they were entitled. Then again the purchase of the island, with many, was simply a speculation in land and they sold their interest even before the property was divided. All these things resulted in great confusion and in 1680 the island was resurveyed by Robert Hazard and all the records obtainable were ordered presented to the town clerk for recording.

All this would seem to indicate that the island was not gaining many permanent residents, and for lack of land evidence records we must turn to another source for further information.

Conanicut is an island, and Newport was the only market for products grown there. Most of the residents must have had their own boats, but in a letter written in 1675, Captain Church stated that, at the time of the Great Swamp fight, when he was summoned from his home in Rehoboth to Warwick, he crossed the bay by way of the ferries, and there seems to be no question that he referred to ferries from Newport to Conanicut and from Conanicut to Narra-

gansett. If there was travel enough to support two ferries, one on each side of the island, it is quite evident that many settlers had taken up a permanent residence on the island.

The history¹ of these ferries is most unusual and intensely interesting. The establishing of some regular means of getting to "market" would be the first necessity of an island population, and while Captain Church mentions such ferries in 1675 it is evident that they had then been in operation several years. The first license to operate a ferry was granted in 1695 to Caleb Carr, afterward governor of the colony, but records show that he had already operated the ferry many years. The landing in Newport was at exactly the same spot as is the present ferry landing, at the foot of Mill Street, formerly Carr's Lane, and on the property of Caleb Carr. The landing on Conanicut was about opposite the south end of Gould Island, at the east end of North Ferry Road, now Eldred Avenue. The old stone wharf is still to be seen and is sometimes referred to as Howland's Wharf. North Ferry Road extended directly west to the west shore, and while there is no wharf in evidence at this point, the stones along the shore seem to be the remains of what once was a stone wharf. The landing for this west ferry on the mainland was at Plum Beach.

It is hard to determine just how long the ferries were operated at these points, but in 1709 we find that John Carr, son of Caleb, was granted a petition for the renewal of his license. At the same time a license was granted to Robert Barker to operate a ferry from Jamestown to Newport, thus giving two ferries between Newport and Jamestown. On the west side a license was granted to Capt. Josiah Arnold and also one to John and Jeremiah Smith to operate from Boston Neck. This seems a superabundance, but it must be remembered that these "ferries" were simply sailboats, operating at the mercy of wind and tide. Dr. McSpar-

¹*Rhode Island Ferries* by Dr. and Mrs. Charles V. Chapin, also R. I. Hist. Coll. XIV, 111.

ron tells of catching a ferry just before a storm and the ferry did not sail again for two days, and on the east side a boat once left Newport in the afternoon, got caught in the ice off Rose Island and was carried through the passage, beyond Brenton's Reef, not arriving at Jamestown until late the next morning.

The ferry from Newport to Jamestown was owned by descendants of Caleb Carr until 1873, a period of 178 years. The other ferries changed hands frequently. At one time the colony undertook to operate the west ferry, but soon gave it up and sold all the equipment and rights to Abel Franklin for "the sum of Three Thousand and Five Hundred Pounds in good and passable bills of public credit of said Colony old Tenor." (This was the time during which the Colony was experimenting with fiat money; the amount paid was worth less than £500 silver money.)

In 1873 the Jamestown and Newport Ferry Company was organized and the Steamer Jamestown began her regular trips. But at the northern end of the island was a ferry, so called, which operated only Saturdays, the day the farmers "went to town" to trade their produce. The boat left from the foot of Carr's Lane. The gathering farmers would sit on the water fence awaiting the arrival of Sam Wright, whose "Goot morning, chentlemens, if such ye be" was the real signal for departure. But the newly organized ferry company objected to even this competition. The boat was purchased and the last sail boat ferry to Newport disappeared from the island.

The record of the Carr family in connection with the ferry is quite remarkable. Caleb Carr founded the first ferry sometime before 1695, his son John received the first license to operate the ferry in 1709. Ownership of the ferry was handed down from father to son through five generations of Samuel Carrs to 1873. George C. Carr was organizer and first president (1873-1902) of the Jamestown and Newport Ferry Company; Thomas G. Carr was president, 1902-1908, and his son, George C. Carr, has been treasurer,

except for one year, since 1913. So, except for eleven years, a descendant of Caleb Carr has owned the Newport ferry or been an officer in the ferry company from 1675 to the present time—a period of 259 years.

In following the history of the ferries we see the development of the island. But there is other evidence. Back in 1678, when there were but two sailboat ferries operating, we find a petition by Caleb Carr and Francis Brinley to the General Assembly to incorporate the town. This was granted on November 4th the same year, "the inhabitants to have the same priviledges and libertyes as were granted to New Shoreham." The new town was named James Towne, in honor of James I of England.

At the first town meeting the records show the following officers elected:

TOWN MEETING FOR THE ELECTION OF OFFICERS

April 1679

John Fones chosen Moderator	Engaged
John Fones chosen clerk of said town	Engaged
Mr. Caleb Carr, Sen'r., Mr. Francis Brinley, Caleb Carr, Jun'r., and Nicholas Carr chosen to be Town Counsell	Engaged
Ebenezer Slocum and Michael Kally chosen to be the two constables of the said town, but Michael Kally obstinately Refusing to take his engage- ment to said office, Caleb Carr, Jun'r. chosen in his stead	
Ebenezer Slocum and Caleb Carr, Jun'r.	Engaged to their said offices.
Peter Wells chosen town sargeant	Engaged
Nicholas Carr and Caleb Carr, Jun'r. chosen to be viewers of cattle, sheeps Swine and Horses wich may be carried or transported from this Township.	

John Fones

Ebenezer Slocum ye two deputies for ye court.

The first town hall was on the North Road just south of North Ferry Road. The inhabitants were predominantly farmers and the vision of a settlement on the town plots, four miles south of North Ferry Road, was not realized until many years later. The only part of the town plot which was used was the Artillery Garden. It was evidently intended to have this for a village green but it was early used for a burial ground and is so used today. There are stones standing that bear dates in the early 1700's.

There were four main highways, one running across the island on the old Indian trail through the proposed town plot. One ran north and south from this road to the north end of the island, another from the Indian trail south to the beach, and the other, North Ferry Road, ran east and west connecting the ferries. But many of the farms did not touch any of these highways, so an interminable number of roads were laid out. These were not fenced and many ran through other men's property. This led to endless trouble and lasted many years. There is a story told about the proposal to close one of these roads because it was not used. This was opposed by Robert Watson and to prove that it was used, he yoked up his oxen to the ox cart and drove up and down it all day with his wife contentedly knitting, seated in a chair placed in the cart. That night the opposition felled a number of trees, thus closing the road, but old Robert cleared these up the next morning and resumed his solemn journey. In the end, however, he lost out and the road was closed. A later owner of the property deeded that part of the farm back to the town to be used for a road if it was ever thought best to open it again. This happened some seventy-five years ago and was the last of the controversies regarding roads.

The story of these old roads naturally leads to the old houses. It will be recalled that Francis Brinley stated that "John Green was the first to improve his land etc." As near

as can be determined he built his house about 1672 on what is now known as Shoreby Hill. The house still stands but has been so rebuilt, repaired and added to that all trace of the original house is lost. There are portions of the eastern part that possibly have the original timbers. Joseph Greene, a Quaker and a descendant of John, who gave this farm in trust for the benefit of the Friend's Church, described it as, "My farm on the Island of Conanicut known by the name of the Greene Farm, and the house thereon standing in which I now live (where my predecessors of the same name have lived for generations back, if not from the first settlement of the Island by English Emigrants)." Among the stipulations of his will, he ordered that his clock be kept in the southeast corner of the east front room and that the west front chamber be kept in constant readiness for "Ministers and others traveling in the service of Truth." The room was to be furnished with "two good bedsteads, two beds, two bolsters, two pair of pillows, and other necessary furniture." This will was contested, and was in court many years before it was finally broken.

Another of the old houses is the Samuel Carr House, located on the North Road near the center of the island about four miles north of the Green farmhouse. It was built about 1686 by Governor Caleb Carr for his son Edward. Like the old Bull house in Newport, it was built partly of wood and partly of stone. The stones of the western end are different from any found on Conanicut and are laid in the same kind of mortar as was found in the Bull house and the Old Stone Mill. The walls were twenty or more inches thick. Like the Greene farmhouse it has been rebuilt and repaired. The immense chimney, which was in the outer wall of the house, fell during a gale and the eastern half has been rebuilt. It was occupied up to two years ago but is now deserted and uncared for.

About three miles northeast of the Edward Carr house is the house built by Capt. Thomas Paine, about 1680. It is now the summer residence of Robert Vose. This house, also,

has been rebuilt and enlarged but still retains the immense chimney with its old-fashioned fireplaces, the uncovered beams in the ceiling, and a quaint china closet with glass doors built in the corner of the front room. Unlike the other old houses on the island, this one has its front door on the east instead of the south.

Capt. Paine was commander of one of the first privateer vessels sailing out of Narragansett Bay. In 1690 a fleet of seven French privateers appeared off the New England coast, capturing Nantucket, Martha's Vineyard and Block Island. Capt. Paine with two sloops and ninety men was sent against them. Off Block Island he encountered five of them and, though greatly outnumbered, engaged the enemy until night separated them. The next day the French put to sea, but Capt. Paine gave chase and compelled them to sink a prize loaded with wines and brandy.

From the records it would seem that Capt. Paine did a little privateering on his own account. He was an intimate friend of the famous Capt. Kidd, who visited him at Jamestown.¹ Lord Bellemont's journal for Sept. 26, 1699, reads: "I also examined Capt'n Thomas Paine (formerly a pirate) upon his oath, relating to goods or treasure, imported by Capt'n William Kidd, and reported to be left by Kidd with the said Paine." This same year, when Capt. Kidd and his wife were imprisoned in Boston, Mrs. Kidd wrote to Capt. Paine requesting him to give the bearer twenty-four ounces of gold for their support while in jail. In spite of the foregoing, Capt. Paine was a captain in the commissioned officers of the town and Dr. McSparron occasionally held services of the Church of England at his house. When John J. Watson owned this farm, he started the "Social Library" in 1870. This was the first library in the town, and until recent years the list of books was still pasted on the door of the cupboard where the books were kept.

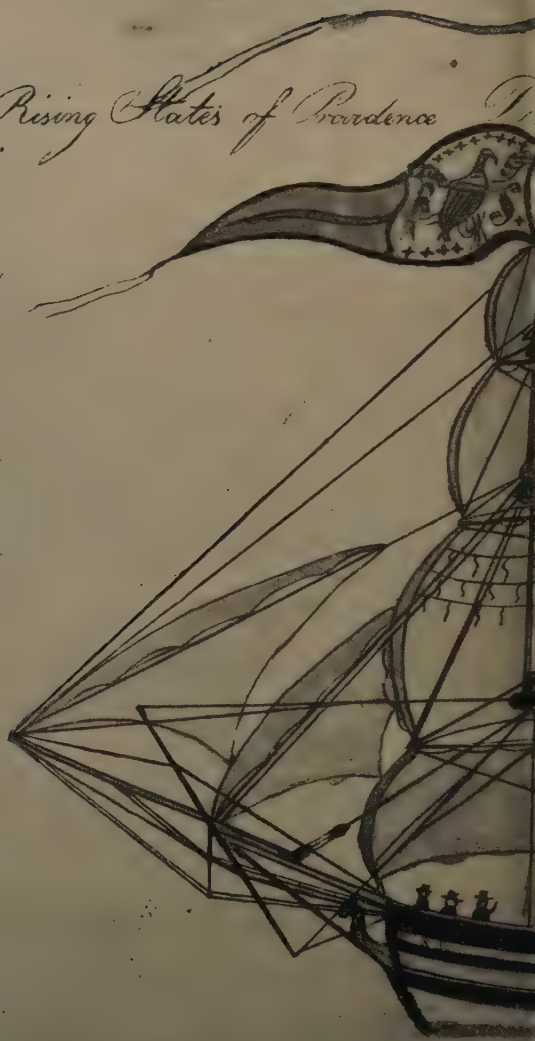
About half way between the Greene farmhouse and the

¹R. I. Hist. Soc. Coll. XV, 97, and XXII, 19.

Edward Carr house is the Carr homestead, built in 1776 by Nicholas Carr, grandson of Governor Caleb Carr. This is the oldest house on the island which still remains as it was originally built. It also has the unique distinction of always having been owned and inhabited by descendants of the builder. The house is built around a huge chimney having six fireplaces, one of which has the baking oven, the great cranes and the iron cooking kettles. The old grandfather's clock, which Nicholas bought of Thomas Clagget the year he built the house, still stands in the southeast corner of the east front room, accurately ticking off the seconds, and its silvery chime is but an echo of the happiness which this old house has seen. Nicholas must have had faith in his country for he built his house in troublous times, — among the objects in the museum (formerly the glass doored china closet in the parlor) is a cannon ball which was shot through the southeast corner of the house under the eaves by a British man-of-war. A story is told of an encounter Nicholas had with the captain of one of the British war vessels. He was plowing one day when this captain appeared and ordered him to give up his oxen. No attention being paid the captain drew his sword and struck Nicholas a blow on the head. Quaker though he was, Nicholas started in to defend his rights and soon a much battered British captain cried for quarter. Later in the day a file of marines seized the fighting Quaker and took him, a prisoner in irons, on board the ship. Each morning, for three days, he was brought on deck with a rope around his neck and given his choice of getting down on his knees and kissing the hand of a loyal subject of the king, or of being hanged. William Battey and another Tory named Hull, friends and neighbors of Nicholas, went aboard the ship and pleaded for their friend, who was finally liberated. This "1776 House" is one of the most picturesque places on the island.

Another interesting structure is the lighthouse at Beaver Tail. According to the records of the Department of Commerce, the first lighthouse on the continent was built on

Ship Rising States of Providence



PACKET SHIP "
from a drawing



Charles Simmons November 9 1812

States of Providence.

PROVIDENCE
r 9, 1812

From original owned by C. Prescott Knight, Esq.

Little Brewster Island, at the entrance to Boston Harbor, in 1715-16 by the order and at the expense of the General Court of the Province of Massachusetts Bay, being first lighted September 14, 1716, old style.

The first real lighthouse on Conanicut, recognized as such, was built at Beaver Tail in 1749. But in the Proprietors Records for the 10th day of the second month, 1705, it was ordered "that there shall be a chimney built to the Watch house of Beaver Tail." Again on the 9th day of June, 1712, "At a meeting of the Town Counsell called by the Governors order to sett a watch and build a Beacon. It is ordered that John Hull grant a warrant to Gershom Remington to warn the Indians to build a beacon as soon as possible. It is further ordered that John Hull grant forth a warrent to Benedict Arnold to look after the Watch and see that it be faithfully kept." In those days, ship building and shipping was the principal industry around the shores of Narragansett Bay, and while undoubtedly this watch and beacon were primarily established to warn against attack from the sea, it seems reasonable to believe that they might have been used for the benefit of outgoing and incoming vessels also. In which case it could be claimed that Beaver Tail was the first lighthouse.

Another of the interesting old land marks is the Wind Mill, which stands on Wind Mill Hill near the center of the northern half of the island. This mill, however, is the third and possibly the fourth mill that was built. Corn is native to this country, and was unknown to Europe until after America had become settled. It was the first gift to the white men by the Indians and immediately became the chief article of diet. To be usable it had to be ground. This the Indians did by hand, but the inventive genius of the white man early developed the water mill and later the wind mill, the one in Newport being built in 1663. It was a long journey from Jamestown to Newport and the building of a mill on the island must have been an early consideration, but when or where the first mill was built is still

unknown. On North Ferry Road, on a high hill, stands an old house the front door step of which is an old mill stone, and it is probable that the first mill was in that immediate vicinity. However, the first record of a mill is in 1728, when the Town Meeting voted that "Richard Tew and David Green go and buy stores and irons for the building of a wind-mill and that Richard Tew and Thomas Carr Provide lumber for the aforesaid mill." The mill was running in 1730. In 1738 it was voted that Nicholas Carr have the mill for his own proper estate, but in 1742 it was voted "that Gershan Remington and John Martin is apinted to talk to Nicholas Carr to keep the mill in Repare." Nicholas had moved to Newport and what happened to the mill is unknown. It is thought to have stood somewhat north of the present mill.

It is evident that the town was without a mill in 1760 for a vote to build a new mill was passed in the negative. It was again before the town meeting in 1768 and was again voted down. Not until 1787 was the matter again considered, when a committee was appointed to investigate the cost. They proved themselves thrifty men by petitioning the General Assembly for the grant of a part of Col. Joseph Wanton's farm which had been confiscated. Wanton was a Tory and had left the island when the British evacuated Newport. The petition was granted and the town was given half an acre for this purpose. If, however, the mill became useless or unused for a period of two years, the land was to revert to the state. The mill was built and part of the money was raised by the sale of the highways "running between the North Point Farm and Jonathan Hopkins' and Tidde-man Hull's, and the highway running through Joseph Martin's Farm."

Jethro Briggs was the first miller and was required to give bond in money or "as much corn as one hundred dollars will purchase." Briggs moved to Newport in 1793 and the mill was without a miller. In 1795 it was sold at public auction to Benjamin Carr, but evidently he never took pos-

session, for the next year Briggs sold it to Nathan Munroe for 301 Spanish milled dollars. The record is now complete down to 1893, having been owned by ten persons in that period. The highest price, \$3,000, was paid by Isaac W. Potter in 1874. Thomas A. H. Tefft was the last operating owner and his brother Jesse, the last miller (1896).

The mill remained idle for many years and was fast falling to decay. In 1904, through the instrumentality of Mrs. Frank H. Rosengarten and a number of the summer residents and the residents of the Carr Homestead, money was raised and an informal Wind Mill Society was formed. The deed was retained by Mrs. Rosengarten until 1912, when the Historical Society, first proposed by Mrs. Elizabeth Carr Locke of Los Angeles, was formed. The two societies combined under the name of the Jamestown Historical Society, with Miss Lena H. Clarke as the first president. The old mill is now in almost complete repair, although is not as yet in such mechanical condition as to be in actual operation.

Turning from the commercial to the spiritual, we have the Quaker Meeting House. Here again we must go back many years before the present building. When the compact of government was drawn up for the settlement at Pocasset, it read in part: "It is ordered that none shall be accounted a delinquent for doctrine," and so well was this observed that Cotton Mather said, "I believe there never was held such a variety of religions together on such a small spot of ground—if a man had lost his religion he might find it at the general muster of the opinionists." About 1648, George Fox founded the Society of Friends in England and, in spite of persecution and imprisonment, the society grew in numbers and were zealous in spreading their belief. In this country the only welcoming hand was extended by Newport; even Roger Williams was active against them. As early as 1656, Quakers had become settled in Newport. Fox himself preached there in 1672, and by 1700 Quakerism had affected the entire population of the island. The

leading citizens were active members of the society. As a natural consequence the large majority of the settlers of Jamestown were Quakers. The attendance at the Newport Meetings was infrequent and meetings were soon held at members' houses. An entry in the Newport Meeting records reads, "At a man and womens meeting at ye house of Mathew Borden the 24th Day 12 mo, 1684 this meeting has thought fit with the approbation of Jamestown alias Quononoquott to sett a quarterly meeting at Nicholas Carrs in said town to begin the second day after our monthly meeting in the first month next." In 1693 Thomas Chalkley preached on Jamestown. For the "14th of 4th mo 1709" the Newport records read, "it was proposed at this meeting by Representatives of Jamestown yt there is necessity of building a meeting house at Jamestown which is referred to next monthly meeting." The records for the meeting read, "ye 9th day e 6 mo. 1709. This meeting doth give leave for the friends of Jamestown to build a meeting house on their island."

In the Land Evidence records for 1710 there is recorded a deed of the "land on which a meeting house stands in which the people called Quakers usually meet." This definitely establishes that the first meeting house was built 1709-10. Also by this deed the location is established on the north side of North Ferry Road, now Cemetery Lane, in what is now known as the old cemetery. A few years ago funds were raised to clear up this old cemetery, which was all overgrown with brush and trees. After this was done and the old grave stones set up and repaired, there, in the south east corner, directly in front of the entrance, was a clear space, entirely free from graves, where, undoubtedly, stood this first meeting house.

The next twenty-three years passed without anything of particular interest except the general growth of the settlement. It has been previously noted that, as the numbers on the island increased, the center of population crept towards

the south. This brought about the next change which is best told by the records themselves.

25 of the 10 mo 1733

"This meeting having had futher conference concerning Jamestown meeting house, it is desired that the friends of that town do consider among themselves whether it may not be for the General Service and Benefit to Remove s'd meeting house or dispose of that and build another at some other more convenient place and make a full return of their minds in that matter to our next Mo meeting and David Green is desired to acquaint the friends of Jamestown accordingly."

Newport 29th ye 11th mo 1733

"This meeting being informed that the persons that the deed of Jamestown meeting house was made to, are all deceased excepting David Green therefore this meeting doth desire David Green to make a deed of Conveyance of s'd house & the land belonging thereto to Daniel Weeden, John Hull, Tho Carr and David Green Jr. and make report to next monthly meeting.

"Whereas Jamestown friends are desirous to build a new meeting house on their Island and Nicholas Carr signified that he is willing to give as much land as is needful for that purpose and this meeting desires said Nicholas Carr to pass a deed of conveyance for the s'd purpose to Sam'l Clarke, Daniel Weeden, Tho Carr and John Hull and make report to next Mo meeting."

Newport 26th da 1 mo 1734

"Sam'l Clarke makes report that Nicholas Carr hath passed a deed of conveyance of a quarter of an acre at Jamestown to set a new meeting house on, to the Persons nominated at a former Mo. meeting."

Portsmouth 27th ye 6 mo 1734

"This meeting doth desire Sam'l Clarke and Nicholas Carr to Remove the old meeting house at Jamestown to the place where is appointed to build the new meeting house and to build an addition or 18 foot leantew fashion with a chimney at the end and see what subscription they can get and make report to our next Mo. meeting."

Newport 26th of the 9th mo. 1734

"Nicholas Carr and Sam'l Clarke brought an acc't of charge for moving & building their meeting house amounting to £114 - 4 - 10 which is allowed and ordered to be paid by John Casey out of the meeting stock."

The deed of Nicholas Carr appears in the Land Evidence Records for March 31, 1734, and by the boundaries given, we find the land is that on which the present meeting house stands. Peace and contentment reigned for many years. But in 1775 the British fleet sailed into the harbor and took possession of Newport and the fortified parts of Jamestown. This critical period in the history of the island will be taken up later. The effect of this occupation on the meeting house is again best told by the records.

Newport 26th. 3 mo 1776

"This meeting being informed that Friends have mostly moved from Jamestown therefore this meeting doth appoint Gould Marsh & Thomas Gould Jun. to inquire into circumstances of S'd Friends & the meeting there & report to next monthly meeting."

Newport 28th 5 mo 1776

"The Friends who had the care of the matter respecting friends at Jamestown made return which is accepted as followeth:

Newport 5 of the 5 mo 1776

"Agreeable to appointment we have made some inquiry respecting the Meeting & Meeting House of Friends at Jamestown and were informed that some time in the tenth month that most friends belonging thereto left the Island whereby the meeting ceased and that the soldiers possessed themselves of the House which suffered considerably from them in which condition it still remains and but one family of friends as yet returned and settled on the Island."

Newport 25 of 7 mo 1776

"The Preparative Meeting of Newport informed that Friends at Jamestown had represented to them that they have for some time past laboured under some disadvantage in regard to holding their Meeting at Private Houses and proposed for Friends approbation for their better accommodation whereupon we appoint Robert Dennis, Isaac Lawton, Richard Mitchell, Gould Marsh and William Almy to confer with Friends at Jamestown aforesaid, respecting the above."

Newport 26th of 9th mo 1786

The committee appointed to confer with friends at

James Town respecting the Building a Meeting House reported as follows, viz,

"According to our appointment, we have conferred with the Friends of Jamestown respecting building a Meeting house at that place, and it is our Judgement that it may be well that there be one built, provided that it can be accomplished in the way by them proposed viz to procure Mon'ies by subscription to purchase the material and to do the Labour at their own expense And think that a building 26 ft. by 20 of one story high, sufficiently capacious to accommodate them."

(To be continued)

Genealogical Notes

By EDWARD H. WEST

DANIEL WILCOX

Who was the first wife of Daniel Wilcox? Elizabeth Cook must have been his second wife, for in the deed to Edward Lay in 1661, he reserved a rod of land for the grave of his buried wife.

In a corner of a jog of land just north of this land are three unmarked grave stones. I do not think that they are Wilcox stones, but in the wall, where they have been moved from the middle of the lot, are three fragments of stones. On one of them is the inscription

"Samwell Wilcock 1689."

I think it possible that Daniel Wilcox (2) was the son of the first wife.*

THOMAS COOK OF PORTSMOUTH

This article is to show that the names of the wives of Thomas Cook, Sr., and of his son, Capt. Thomas Cook, as

*The same conclusion is reached by G. Andrews Moriarty in the N. E. H. & G. Reg., Jan. 1933, p. 74, wherein he quotes from R. I. H. S. Collections of July 1932.

given by Austin and other Cook lists are not correct; also, there is to be a change in the children.

Thomas Cook, Sr., in his will, left the daughters of his dec. son, Thomas Cook, 14 pounds apiece, his Exx. to be wife Mary (his 2nd wife).

In 1693 (L. E. I.-307) Oliver Arnold gave receipt to Jeremiah Brown of Newport, now husband of Mary, late widow of the dec. Thomas Cook, for the sum of 15 pounds, the legacy left said Arnold's wife, Phebe, by the will of her g-father, Thomas Cook.

Thomas Cook, Sr., must have been at least 64 years of age at the time of his death, going by the birth date of his son John (1631).

His 2nd wife, Mary, must have been much younger, as she married again after his death in 1674, and was living in 1692.

The will of William Havens mentions his daughter, Mary Cook. She must have been born about 1655, as her older brother, George, was born in 1653. This would make her age compare with the above condition, and what follows shows that she was not the wife of Capt. Thomas, as he had wife Thomasin and not Mary.

12 Oct. 1670, "Whereas Capt. Thomas Cook of Portsmouth late deceased and left a verbal will - - - - leaving his wife Exx. and she in her lifetime time not aplying her self according to law to prove sayd will was thereby incapacitated to make a will for the Disposal of her sayd Husbands Estate - - - - - whereupon the eldist son and Heir of the dec. Capt. Thomas Cook having aplyed himself unto us the Counsell of the Town of Portsmouth, for our assistance in the setling of his dec. fathers Estate - - - - - Wee have and do hereby apoynt Thomas Cook, eldist son of the afore named Capt. Thomas Cook, to be the whole and sole Exicutor unto the whole Estate of the Sayd Capt. Thomas Cook and the late Deceased widow Thomasin Cook."

"Said Thomas to have the whole estate, he paying all debts of his deceased parents as well as the following legacies.

"--- shall pay unto his brothers namely John, George, Steven and Ebenezer Cook to each of them ----- at the age of 20 years 10 s.

"We also order that the said Thomas Cook shall pay unto his sisters, namely Sarah, the wife of Peter Parker, Mary the wife of Thomas Langford, Elizabeth, Phebe, and Martha Cook, to each 5 s apiece."

This shows that Sarah was not the daughter of Thomas, Sr.

Also it gives another Cook daughter, Mary Langford.

In a deposition of Thomas Cook taken in Newport, 22 July 1719, about the estates of Isaac and Thomas Lawton, he calls himself 62 years or thereabouts, which would make his birth about 1657.

(Loose Paper, State House.)

Mary Langford's will mentions her husband's child and gives its some clothes that were its own mother's. She also mentions sister Sarah Parker and her brother Thomas. (Scrap Book, Portsmouth.)

The will of Thomas Langford makes wife Mary sole Exx., and he also "gives my whole estate with the power and taking care of my son Thomas." (Scrap Book) He does not mention the son John that Austin gives him.

Inventory of the goods of Mary Langford "who departed this life on the 17 day of feb 1670." (Scrap Book)

New Publications of Rhode Island Interest

Notes on the Rhode Island Admiralty, 1727-1790, by Frederick Bernays Wiener, is a pamphlet reprinted from *The Harvard Law Review*, 1932, vol. XLVI, No. 1.

The June 1932 *Bulletin of the Jamestown Historical Society* contains an article on *Old Jamestown* by Maria A. Carr.

A Spaniard's Visit to Newport in 1784, a translation by Don Juan de Riano of Francisco Miranda's diary, is printed in the October 1932 *Bulletin of the Newport Historical Society*.

The Auchmuty Family of Scotland and America by Annette Townsend contains a biographical sketch and portrait of Judge Robert Auchmuty.

Carrie Tower, a poem by Harry Paul Taylor, illustrated by Stacy Tolman, East Providence, 1932, was printed as a pamphlet.

A Map of the Acquidnesset or North Purchase of the Atherton Partners is the title of a pamphlet issued in December by the Society of Colonial Wars in the State of Rhode Island.

Sheffield, Daggett and Allied Families is an illustrated volume of 273 pages, issued by the American Historical Society.

A biography of *John Underhill* by Henry C. Shelley contains several references to colonial Rhode Island.

The Journal of American History for 1932 contains an article on *The Rock-Inscriptions of New England — Miguel Cortereal in Massachusetts, 1511*, by Edmund Burke Delabarre.

Kingston Congregational Church, History, By-Laws, Membership is a pamphlet of 20 pages issued in November 1932.

Volume III of *Documents Illustrative of the History of the Slave Trade in America* by Elizabeth Donnan, which has just been published by the Carnegie Institution, contains 553 pages, of which 296 pages relate to the Rhode Island slave trade.

The *Official Gazetteer of Rhode Island* is a pamphlet of 95 pages recently issued by the United States Geographic Board.

Supplement to Ralph Earle and His Descendants is a pamphlet of 12 pages by Amos Earle Voorhies, printed at Grants Pass, Oregon.

House and Garden for December 1932 contains an article by Walter A. Dyer on *Old Tavern Signs*, illustrated with pictures of signs exhibited some years ago at the loan exhibition held by the Rhode Island Historical Society.

The New England Historical and Genealogical Register for January 1933 contains several important genealogical articles relating to several Rhode Island families, viz: Cranston, Fiske, Chase, Ginnedo and Mowry.

Notes

Mrs. Murray S. Danforth presented to the Society a manuscript music book containing compositions by Oliver Shaw, the Rhode Island composer, in his own hand writing.

Miss Theodora Wilbour of New York presented to the Society a collection of one hundred and eighty-nine pieces of early glassware as a memorial in honor of her sister, Zoe Wilbour.

The following persons have been elected to membership in the Society:

Prof. Will S. Taylor

Rev. William Worthington

Mrs. Earl C. Hart

Miss Anna Jones Dyer

Survey of Old Rhode Island Houses

Old Houses in the South County of Rhode Island, Part I, compiled by the Society of Colonial Dames in the State of Rhode Island and Providence Plantations, and printed by the Merrymount Press, contains 93 photographs, with descriptive and historic notes, of the exterior and the interior

of 53 houses built prior to 1830, situated in the southern portion of the present Washington County; together with an introduction by William Davis Miller, *South County Notes* by Mrs. William B. Weeden, a map of the Pettaquamscutt Purchase and two maps by Norman M. Isham showing the location of the houses described, together with the sites of houses long demolished.

This pictorial and written record of social conditions and architectural development of the early days of this portion of the State is of inestimable value both to the student and to those interested in the colonial period of Rhode Island. It is to be hoped that the subsequent volumes, covering the remainder of the South County and other portions of the State, will be published in the not far distant future, so that an authoritative and comprehensive record of our early houses may be accessible to future generations, when land marks of today will be but historic record. The Society of Colonial Dames is to be congratulated for this book, the first published evidence of the exhaustive survey it has undertaken.

Glocester, R. I.

By HOWARD M. CHAPIN

The question is often asked why Glocester, R. I., is spelled without the "u," while Gloucester, in England and in Massachusetts, is spelled with the "u." In the seventeenth and eighteenth centuries spelling was not as crystallized in form as it is today, and it was not only customary but proper to spell many proper names in more than one way.

In the *Index Villaris* written by Mr. Adams of the Inner-Temple and printed in London in 1680 the County of Glocester, the city of Glocester, Glocester Hall in Oxford and Glocester in Northumberland, all in England, were spelled without the "u."

Five pamphlets written by Josiah Tucker, Dean of Gloucester and printed at Gloucester, England, between 1775 and 1783 give the spelling without the "u."

In a pamphlet printed in London in 1740 Gloucester is spelled with the "u," but in a book printed in Gloucester, England, in 1764, the name is spelled without the "u."

William Dugdale, Norroy King of Arms, in his monumental work, *The Baronage of England*, printed in 1675, spelled Gloucester without the "u" in his account of the earldom.

In the first quarto edition of Shakespeare's *Richard III*, which was printed in 1597, Gloucester is spelled without the "u."

It will thus be seen that the spelling without the "u" was the preferable spelling in the sixteenth and seventeenth centuries in England, and that when the spelling with the "u" became fashionable in eighteenth century London, the other spelling persisted for a long time in local usage. When Gloucester, R. I., was named in 1730, the spelling without the "u" which was adopted would seem to have had in its favor the weight of the precedence of historical and literary usage and authority.

Rhode Island Historical Society Treasurer's Report

INCOME ACCOUNT FOR YEAR 1932

RECEIPTS	
Annual Dues	\$2,725.00
Dividends and Interest	4,196.29
Newspaper Account	31.50
Rental of Rooms	105.00
State Appropriation	1,500.00
Surplus Income Account	130.00
	<hr/>
	\$8,687.79

EXPENDITURES

Binding	\$ 384.63
Books	629.70
Electric Light and Gas.....	44.95
Exhibitions	104.92
Expense	185.62
Grounds and Building.....	43.45
Heating	700.00
Insurance	225.00
Publication	460.28
Salaries	5,580.00
Supplies	251.49
Telephone	69.75
Water	8.00
	<hr/>
	\$8,687.79

STATEMENT OF CONDITION, DECEMBER 31, 1932

ASSETS

Grounds and Building.....	\$ 25,000.00
Investments:	

BONDS

\$4,000. Cedars Rapids M. & P. Co., 5s, 1953...	\$3,228.88
3,000. Central Mfg. District.....	3,000.00
3,000. Cleveland Elec. Illum. Co., 5s, 1939...	2,565.42
4,000. Dominion of Canada, 5s, 1952.....	4,003.91
1,000. Western Electric Co., 5s, 1944.....	998.17
4,000. 61 Broadway Bldg., 1st Mtge., 5½s, 1950	4,000.00
4,000. Minnesota P. & Lt. Co., 1st 5s, 1955...	3,930.00
4,000. Monongahela Valley Traction Co., 1st 5s, 1942	3,685.00
2,000. Ohio Power Co., 1st & Ref. 5s, 1952..	1,974.00
2,000. Narragansett Elec. Co., 5s, 1947.....	1,980.00
2,000. Shell Union Oil Corp., 5s, 1947.....	1,979.00
2,000. Koppers Gas & Coke Co., 5s, 1947	1,962.50
1,000. Indianapolis Power & Lt., 1st 5s, 1957	994.50
1,000. Texas Pwr. & Lt., 1st Ref. 5s, 1956	1,021.25
1,000. Pennsylvania R. R., Deb. 4½s, 1970...	922.50
1,000. Pennsylvania Water & Power Co., 1st 5s, 1940	1,005.42

TREASURER'S REPORT

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STOCKS

54 shs. New York Central Railroad Co.....	\$3,766.47	
125 shs. Pennsylvania Railroad Co.	7,638.35	
30 shs. Lehigh Valley Railroad Co.....	2,112.50	
7 shs. Lehigh Valley Coal Sales Co.....	235.39	
40 shs. Milwaukee Elec. Ry. & Lt. Co., Pfd....	3,900.00	
64 shs. American Telephone & Telegraph Co.	5,960.05	
350 shs. Providence Gas Co.	5,755.68	
15 shs. Providence National Bank	} 1,800.00	
30 shs. Merchants' National Bank Bldg.}		
45 shs. Blackstone Canal National Bank.....	1,050.00	
52 shs. Atchison, Topeka & S.F. Ry. Co., Com.	6,247.85	
20 shs. American Power & Light.....	1,696.50	
30 shs. Standard Gas & Electric, 4s, Pfd.....	1,906.50	
35 shs. Public Service of N. J., 5s, Pfd.....	3,327.63	
10 shs. Public Service of N. J., 5s, Cum. Pfd....	990.00	
10 shs. Electric Bond and Share, 5s, Pfd.....	922.00	
		84,559.47
Cash on hand		4,408.65
		<hr/> \$113,968.12

LIABILITIES

Equipment Fund	\$ 25,000.00
Permanent Endowment Fund:	
Samuel M. Noyes.....	\$12,000.00
Henry J. Steere.....	10,000.00
James H. Bugbee.....	6,000.00
Charles H. Smith.....	5,000.00
William H. Potter.....	3,000.00
Charles W. Parsons.....	4,000.00
Esek A. Jillson.....	2,000.00
John Wilson Smith.....	1,000.00
William G. Weld.....	1,000.00
Charles C. Hoskins.....	1,000.00
Charles H. Atwood.....	1,000.00
Edwin P. Anthony	4,000.00
John F. Street	1,000.00
George L. Shepley.....	5,000.00
Franklin Lyceum Memorial.....	734.52
	<hr/> 56,734.52

Publication Fund:

Robert P. Brown.....	\$ 2,000.00	
Ira P. Peck.....	1,000.00	
William Gammell	1,000.00	
Albert J. Jones	1,000.00	
William Ely	1,000.00	
Julia Bullock	500.00	
Charles H. Smith.....	100.00	
		<hr/>
		6,600.00
Life Membership		5,600.00
Book Fund		3,012.41
Reserve Fund		1,098.37
Revolving Publication Fund.....		378.27
Surplus		13,900.87
Surplus Income Account		1,643.68
		<hr/>
		\$113,968.12

PRINCIPAL ACCOUNT FOR THE YEAR 1932

RECEIPTS

Commonwealth Edison Company (Paid).....	\$1,099.50
Reserve Fund	188.25
Revolving Publication Fund.....	312.00
Life Membership	50.00
	<hr/>
	\$1,649.75
Balance January 1, 1932.....	2,765.89
	<hr/>
	\$4,415.64

PAYMENTS

Penn. Water & Power Co., 1st, 5s, 1940 (Purchased).....	\$1,005.42
Reserve Fund	105.25
Revolving Publication Fund.....	540.00
	<hr/>
	\$1,650.67
Balance December 31, 1932.....	2,764.97
	<hr/>
	\$4,415.64

Respectfully submitted,

G. A. HARRINGTON,
Treasurer

FORM OF LEGACY

*“I give and bequeath to the Rhode Island
Historical Society the sum of
dollars.”*

ROGER WILLIAMS PRESS



E. A. JOHNSON CO.

PROVIDENCE